REHABILITATION OF SEVEN GRAND CENTRAL PARKWAY BRIDGES BETWEEN UNION TURNPIKE AND COMMONWEALTH BOULEVARD

DESIGN-BUILD PROJECT

PIN X051.59, Contract D900057

Request for Proposals

Addendum #7

May 2, 2023

Modification to the Request for Proposals

REHABILITATION OF SEVEN GRAND CENTRAL PARKWAY BRIDGES BETWEEN UNION TURNPIKE AND COMMONWEALTH BOULEVARD

Design-Build Project

PIN X051.59, Contract D900057

Note to Proposers

Differences between the deleted pages and the revised pages have been identified as follows:

- Brackets have been inserted on the left-hand margin of the pages to indicate where changes have been made to the documents; and
- Text additions have been shown in underlined red font and text deletions have been shown in crossed out red font.

General Instructions

Delete Pages A-3, A-6, and A-16 of the ITP – Appendix A Project Information, and substitute with the attached revised Pages A-3, A-6, and A-16.

Delete Form SP of the ITP – Appendix E Forms, and substitute with the attached revised Form SP.

Delete Pages 103, 104, 105, 106, 126, 156, and 158 of the RFP – Part 3 – Project Requirements, and substitute with the attached revised Pages 103, 104, 105, 106, 126, 156, and 158. Note that Page 158 is included due to a shift in text from addendum 6.

Delete Pages TBL-1, TBL-2, and TBL-3 of the RFP – Part 6 – RFP Plans, and substitute with the attached revised Pages TBL-1, TBL-2, and TBL-3.

Delete Pages i and xvii of the RFP – Part 7 – Engineering Data, and substitute with the attached revised Pages i and xvii.

Insert Table of Asbestos Containing Materials into RFP – Part 7 – Engineering Data.

No other provision of the solicitation is otherwise changed or modified.

A5.0 PROCUREMENT SCHEDULE

A5.1 ANTICIPATED PROCUREMENT SCHEDULE

The Department anticipates the following procurement schedule for the Contract:

Activity	Date
Draft RFP Informational Meeting	Week of January 23, 2023
Final RFP to Shortlisted Firms	February 14, 2023
Date Proposers may start submitting ATCs for review	February 14, 2023
Proposal period one-on-one meetings with all Proposers.	February 25, 2023 – May 5~~April 25~~, 2023
Final date for Proposers to submit new ATC's for review	April 10, 2023
Final date for requests for changes to Proposer's organization and personnel	April 4, 2023
Final date for Proposers to submit revised ATCs for final review	May 8~~1~~, 2023
Final date for Department's responses to new ATCs submitted for review	May 3~~April 26~~, 2023
Final date for Department's responses to revised ATCs submitted for review	May 12~~5~~, 2023
Final date for receipt of Proposer questions	May 12, 2023
Final date for Proposers to respond to conditional approval of ATC's	May 17~~11~~, 2023
Issue Date for Final Addendum and/or answers to Proposer questions	May 19, 2023
Proposal Due	June 2~~May 31~~, 2023
Post Proposal meetings (if required)	TBD
Selection of Best Value	June 29, 2023
Limited Negotiations (if required)	TBD
Contract Award	September 27, 2023
Notice to Proceed	September 27, 2023

This is a tentative schedule. All dates set forth in the preceding table and in this RFP are subject to change, in the Department's' sole discretion. To the extent that dates are changed, the Department shall notify the Proposers by Addendum.

A5.2 PROPOSAL DUE DATE

The completed Proposal shall be delivered to the Department's Designated Representative at the address specified in Section A8.0, no later than 12:00 P.M. (midday) (Eastern Time), on the date

Proposers shall be limited to the use of a PowerPoint presentation , which will become part of the procurement record. Proposers will be allowed one hour to present the concepts and content of their written proposals and will be required to respond to written Evaluator questions for a period of 30 minutes. The time allotted will not provide for a comprehensive report on each Proposal section. Each Proposer shall prioritize and develop a presentation to highlight those elements of their approach which offer particular value to the DOT. The presentation may include concepts, content and detailed explanations from your written proposal and shall conform to below:

Topics	Presenter
a. Proposal Overview	Project Manager
b. Project Understanding	Project or Design Manager
c. Design Solutions	Design Manager
d. Construction Approach / WZTC (Means and Methods)	Project Superintendent
e. Project Schedule	Project Manager
f. Design Solutions	Lead Structural Engineer

No handouts or other material shall be allowed. The PowerPoint presentation shall be provided in advance for a conformance review by the Department, no later than 12:00 PM on June 7~~May 22~~, 2023, and will be loaded by DOT prior to your scheduled presentation time. The Proposer will be notified at least 24 hours prior to the scheduled time of presentation of any material removed from the PowerPoint by the Department, determined not to be in conformance with the Proposal

A9.3 STATEMENTS AT MEETINGS

Nothing stated at any meeting will modify the ITP or any other part of the RFP unless it is incorporated in an Addendum issued pursuant to ITP Section 2.3.1 or, in the case of an ATC, approved in writing in accordance with ITP Section A11.1.

A10.0 PROPOSAL STIPEND

Subject to the requirements and limitations set forth in the Stipend Agreement, the Department shall pay to the Stipend-Eligible Proposer, and the Stipend-Eligible Proposer agrees to accept as full compensation for its Work Product, an amount (the “Stipend Amount”) equal to 50% of the Proposer’s total Qualified Costs, as substantiated in accordance with Article 4 (D) & (E) of the Stipend Agreement, not to exceed the amount listed in Article 4 (H) of the Stipend Agreement.

A11.0 ALTERNATIVE TECHNICAL CONCEPTS (ATCS)

The Department has chosen to use the confidential ATC process set forth in this ITP Appendix A, Section A11.0 to allow innovation and flexibility to be incorporated into the Proposals and considered in making the selection decision, to avoid delays and potential conflicts in the design associated with deferring of technical concept reviews to the post-award period and, ultimately, to obtain the best value for the public.

The ATC process allows a Proposer to submit for pre-approval, on a confidential basis, proposed alternatives to the requirements of Contract Documents, Part 3 – Project Requirements, and design solutions included in the Contract Documents. The Department will not approve any ATC that entails a deviation from the requirements of the as-issued Contract Documents unless the Department determines, in its sole discretion, that the proposed end product based on the deviation is equal to or better than the end product absent the deviation.

C) Photographs, visualizations, and/or renderings, if requested in the ITP, shall not contain any text;

D) All drawings submitted as part of the Proposal shall include no narratives or text other than notes or call-outs which would typically be included on design drawings.

E) External web links are not to included anywhere in the Proposal.

Failure by a Proposer to follow the formatting requirements stated in the ITP will result in the particular page(s) being deleted from the Proposal before technical evaluation. Two possible examples of this are:

1. Appendix C, Table C states the Initial Baseline Progress Schedule is limited to a maximum of fifty~~five~~ pages. If a Proposer submitted an Initial Baseline Progress Schedule fifty-one~~six~~ pages in length, the fifty-first ~~sixth~~ page will be removed from the Proposal.

2. This Section states that external web links are not to be included in the Proposal. If a Proposer were to refer to a web link in their Initial Quality Control Plan, then the specific page with the web link reference will be removed from the Proposal.

Proposers are advised that a Proposal may receive a lower score as a result of any pages removed.

FORM SP
SCHEDULE OF PRICES

Proposer: _____

Item #	Item Name	**Price** (1)
800.06000115	Design Build – Construction Work – BIN 1065149	
800.06000215	Design Build – Construction Work – BIN 106514A	
800.06000315	Design Build – Construction Work – BIN 1076529	
800.06000415	Design Build – Construction Work – BIN 1065139	
800.06000515	Design Build – Construction Work – BIN 1076540	
800.06000615	Design Build – Construction Work – Miscellaneous Work	
800.06010115	Design Build – Construction Work – Steel Superstructure Repairs – Directive Repairs	
800.06020015	Design Build – Construction Work – Steel Superstructure Repairs – Unanticipated Repairs	$2,000,000
800.06060115	Design Build – Construction Work – Concrete Substructure Repair Work – Directive Repairs	
800.06070015	Design Build – Construction Work – Concrete Substructure Repair Work – Unanticipated Repairs	$2,000,000
800.06100115	Design Build – Construction Work – Masonry Repairs – Directive Repairs	
800.06110115	Design Build – Construction Work – Masonry Repairs – Unanticipated Repairs	$1,000,000
800.0400NN15	Design Build – Extra Work	$10~~8~~,000,000
619.22970011	Traffic Enforcement Agents	$500,000
	Subtotal A	
800.05000015	Design Build – Site Mobilization (Maximum 4% of Subtotal A)	
	Subtotal B (Sum of Subtotal A and Site Mobilization)	

800.01000015	Design Build – Design Services	
800.02000015	Design Build – Construction Inspection Services	
800.03000015	Design Build – Quality Control Services	
800.10000115	Design Build – Utility Related Work - Verizon	$12,500
800.10000215	Design Build – Utility Related Work - Charter	$12,500
	TOTAL PROPOSAL PRICE	

Notes:

1.) Proposers shall complete Form SP using the excel spreadsheet located on the Department's Project web site.

2.) Subtotal B will be the value used to *calculate* the 30% Prime/DB self work requirement less any Self Performance Specialty Items included in Part 5 – Special Provisions.

Instructions:

1.) Enter Lump Sum Price for each Price Item in the white, non-shaded, cells.

SECTION 11 PUBLIC INVOLVEMENT

11.1 SCOPE

Under the direction of the Department, the Design-Builder shall develop and implement a Public Involvement Plan with an educational component that is reviewed, approved, and monitored by the Department. The goal of the public involvement activities is to inform the public and agency participants by providing timely information throughout the design and construction process. The Design-Builder shall be responsible for supporting and cooperating with the Department for all public involvement activities.

11.2 STANDARDS

The Design-Builder, in close coordination with the Department, shall perform the Public Involvement activities in accordance with the NYSDOT Project Development Manual: Appendix 2, Public Involvement Manual.

11.3 REQUIREMENTS

11.3.1 Public Outreach

Under the direction of the Department, and as described in the Public Involvement Plan, the Design-Builder shall have the primary responsibility for performing public outreach activities for the Project and shall have a Community Liaison as a member of the Design-Build Team, with at least five (5) years of Public Outreach experience, who shall be the Design-Builder's primary point of contact for Public Outreach activities. The Design-Builder shall have the primary responsibility for performing public outreach activities for the Project, but the lead in all public outreach activities shall be the Department. All public outreach activities shall be coordinated through the Department's Project Manager~~Construction Quality Assurance Engineer (CQAE)~~. All public communication activities must be reviewed and approved by the Department. This includes communication and notifications of key stakeholders (motorists, general public, area residents, educational institutions, emergency services, businesses, etc.) of road closure information, Project milestones or Project construction related activities that have the potential to affect the general public and/or residents in proximity to the Project area. Project milestones include, but are not limited to: the visible start of construction activities; travel pattern changes; significant Project accomplishments, and construction completion.

The Design-Builder shall be aware that outreach to the public is a critical component to the successful completion of any NYSDOT project. Design-Build projects by their nature introduce unknowns and variables that the public is not aware of due to the fact the design is not complete. In an effort to offset those potential concerns and anxieties that a yet fully vetted design could create, in the eyes of the public, outreach to the public shall commence early on this project. The Design-Builder shall be prepared to meet with appropriate stakeholders and the elected officials and the general public within 60 days following the issuance of the Notice to Proceed. The Department remains the lead on this activity but the Design-Builder will assist in coordinating the logistics, preparing the presentation material, the announcement of the meeting(s), and other outreach efforts necessary to capture the community's interest and participation. The Design-Builder shall be prepared at this time to discuss the design, the reason for said design, the construction methods, the schedule of the construction contract, the time periods of the day that the work will be on-going, and how traffic and pedestrians will be accommodated, as a minimum. This will all be coordinated with the Department's Project Manager and the discussion of this

meeting and coordination will begin at the Design Workshop and shall be so listed as an agenda item for the Design Workshop.

Under the Department's direction, the Design-Builder shall develop all written and digital material required to notify the public about the project, its impacts and its various milestones, as well as to promote the project. Examples include, but are not limited to, press releases, travel advisories, construction notices and content for the Department's website and social media. All material will be reviewed and approved by the Department.

As part of the Public Involvement Plan implementation, the Community Liaison shall attend the weekly project progress meetings in order to identify and develop necessary communication materials.

Because the Community Liaison will be responsible for addressing the public's day-to-day concerns and for providing project information, the Design-Builder will provide the Community Liaison with a cell phone for this purpose.

The Design-Builder shall coordinate with and provide a minimum of two weeks advance notice to the Department's Project Manager~~CQAE~~ prior to all changes to traffic patterns and the following Project milestones: start of construction; Project completion; and any other interim completion milestone(s) determined by the Department.

The Design-Builder shall provide the Department with a minimum of two weeks advance notification for each public information activity (press announcements, travel advisories, PVMS postings, etc.) to allow for proper review and comment by the Department.

The Design-Builder shall provide the Department's Project Manager~~CQAE~~ with a written work Schedule (including anticipated traffic changes) two weeks in advance of work that will change traffic patterns.

11.3.2 Media Relations

Media Inquiries: All media inquiries, requests for interviews from local print or broadcast news media, trade magazines or other media outlets must be referred to the Department's Project Manager~~CQAE~~ for direction. The Department will coordinate and respond to all media requests. The Design-Builder shall alert all project personnel about this policy.

Press Releases and Travel Advisories: To allow for timely notice to the public, two weeks advance notice of the start of work, any lane closures, road closures, or changes to traffic patterns or project milestones is required to be given to the ~~CQAE and the~~ Department's Project Manager.

Notifications referenced above are in addition to the written work schedule discussed in Section 11.3.1. The Community Liaison Department will develop a draft travel advisory and/or press release for content and quality, which is reviewed by the Design-Builder and approved by the Department. The Department will distribute finalized press releases and travel advisories to the press and appropriate elected officials, and posted on the Project website by the Department. However, the Design-Builder, under the direction of the Department, is responsible for the notification of local public officials, emergency service providers, schools, residents, businesses, and other affected parties, of any major travel pattern change. The list of all project stakeholders shall be included in the Public Involvement Plan.

The strategies described above are consistent with the requirements of Part 3 Section 19 – Work Zone Traffic Control and Access, and shall include Construction Bulletins, which are reviewed

and approved by the Department, and published by the Design-Builder, especially focused on traffic changes, nighttime work, higher-noise construction periods or locations, or other construction activities of potential concern to the public. Under the direction of the Department, the Design-Builder shall be responsible for interaction with the affected homeowners, tenants and businesses with regards to issues including but not limited to, security of and access to their property or properties, utility services, nighttime operation, etc.

11.3.3 Public Information Meeting

The Design-Builder shall be prepared to partner with the Department on additional Public Information Meeting(s) to discuss the Project's progress with the community in an open forum format. The Design-Builder shall prepare design and construction-related information about the Project and the Design-Build process and progress, schedule or construction methods being used to advance the Project, etc., that will help inform Project stakeholders. The Design-Builder shall work in cooperation with the Department's Project Manager~~CQAE~~ in determining the necessary presentation materials, but PowerPoint material shall be required. The PowerPoint and any other necessary presentation materials shall be approved by the Department.

Project update meetings including public informational meetings, as discussed above, may be required during the course of construction, depending on how smoothly the Project is progressing and the community(s) reaction and receptiveness to the construction of the Project. The Department will determine the number, frequency, schedule, and locations of update meetings and public informational meetings, and will update this information as the project progresses.

11.3.4 Community Relations Office

A Community Relations Office shall be provided and centrally located within the Project area and accessible to the public via transit, where information about the Project may be obtained and where the public can communicate with the Community Liaison. The office shall be staffed by at least one full-time person and open Monday through Friday during normal business hours (i.e. 9 am to 5 pm) and four hours on Saturdays. The office shall be open to the public beginning four weeks prior to the start of construction work and ending with the project completion. The office shall be ADA compliant and may be co-located with other Design-Builder offices. The Community Liaison shall be staffed for the duration of the project.

SECTION 12 UTILITIES

12.1 SCOPE

The utility requirements set forth in Part 4 – Utility Requirements present the Design-Builder's responsibilities as they relate to existing and/or new utilities, the manner in which utilities shall be protected, relocated, upgraded, constructed or incorporated into the construction, and responsibilities for the Work.

12.2 STANDARDS

The Design-Builder shall perform all utility activities in accordance with the Contract Requirements, the applicable Standards, Codes and Manuals listed in Section 1.6 or otherwise applicable to the Project, and the standards required by the various utility companies affected by the work.

12.3 GENERAL REQUIREMENTS

The Design-Builder shall examine the record plans of the work site, make a field survey of the work site and examine all other available documents to determine the type and location of all utilities that may be affected by the Design-Builder's Work. Before any work begins the Design-Builder shall inform the Department's Project Manager what utilities are present and how they may be affected by the work.

The Design-Builder, in coordination with the Department's Project Manager ~~(or designee)~~ and the Regional Utility Engineer, shall meet with all the affected ~~U~~utility owners or operators for the purpose of discussing the effect on the utility facilities and to agree on a plan to maintain, protect, relocate, reinstall, or other action that may be necessary for the work to progress. The Design-Builder shall lead the coordination efforts with affected utility owners.

All utilities must be maintained, supported and protected during construction, unless otherwise directed by the utility owner.

Any utility conduit, conductor, splice box, pull box or other item that is part of a utility system or street light system that is embedded in a concrete deck, sidewalk or other concrete element that is being removed and replaced as part of this Project shall be replaced and its location coordinated with the utility owner unless the utility owner indicates that replacement is not required. The design and construction of the replaced utility shall be in conformance with the current standards of the ~~U~~utility owner.

The Design-Builder shall be responsible for repair to any damage and consequential damages to those utilities caused by his operations at the Design-Builder's expense. If the nature of the damage is such as to endanger the satisfactory operations of the utilities and the necessary repairs are not immediately made by the Design-Builder, the work may be done by the respective owning companies and the cost thereof charged against the Design-Builder.

The Design-Builder shall provide notice to the Construction Quality Assurance Engineer (CQAE) at least two weeks before construction begins on any portion of the Project. The CQAE will notify the Regional Utility Engineer of the pending construction and of any planned interruptions to service. It should be noted that utility companies set their own notification time frames and requirements. Preliminary time frames have been identified in Part 4 – Utility Requirements of these Contract Documents. The Design-Builder shall coordinate with respective Utility Owners.

N) Bird Repellant System: Any bridge mounted item and any bridge component, or portion thereof, that is located above a sidewalk, shared use path, or parking area shall receive a bird repellant system conforming to NYSDOT Specification 613.70XX0011, Bird Repellant System, Spikes. This shall include, but is not limited to, all horizontal or nearly horizontal surfaces of bridge seats, piers, pedestals, bottom flanges of girders, diaphragms, conduits, pipes, and electrical fixtures. Note that there are four available items that correspond to spikes and each item is dependent on the width of the element where the spikes are installed.

14.3.2 Concrete Inspection and Crack Repair

All surfaces of newly placed concrete components shall be inspected by the Design-Builder's Construction Quality Control Engineer after completion of curing and before any other construction operation obscures the surface. This shall include, but is not limited to, concrete bridge decks, substructures, retaining walls, noise walls, and barriers. All cast-in-place and precast components that are visible shall be reinspected immediately prior to substantial completion of the project.

A report shall be generated based on the findings of the post-curing conditions no later than 30 days prior to the opening of any bridge components to traffic. All cracks exceeding the crack widths identified below shall be documented in the report. This report shall be submitted to the CQAE and shall include repair limits and procedures as detailed below. All cracks shall be repaired within 90 days of the report submission.

14.3.2.1 New Concrete Bridge Decks

A report shall be generated and submitted to the Department's CQAE identifying all cracks with a width equal to or greater than 0.02 in.

Crack widths equal to or greater than 0.02 in. and less than 0.06 in. shall be repaired with high molecular weight methyl methacrylate (HMWM) using NYSDOT Special Specification 557.25000016 or 557.26000016. Cracks with a width equal to or greater than 0.06 in. shall be repaired by epoxy injection as per NYSDOT Special Specification Item 555.80020001, Crack Repair by Epoxy Injection (Restoration). This work shall be completed prior to any grinding and grooving and only when the concrete moisture content is at an acceptable level; no greater than 5% using a moisture detector meter, or no visible moisture after performing ASTM D4263 test method for a minimum of 4 hours. Penetrating sealer shall then be applied in accordance with the NYSDOT Bridge Manual.

When a crack width exceeds 0.10 in. or when the crack density, as defined by the equation given below, exceeds 1.5 cu. in. the portion of the deck that is not in conformance shall be replaced to the satisfaction of the Department. A replacement procedure and details shall be submitted to the Department for approval or rejection. The shortest side of the rectangle used to determine the 25 sq. ft. area shall be the minimum width of the pour or 5 ft., whichever is less.

$$\text{Crack Density} = \sum_{n=1}^{TC} \left({W_n}^2 \times L_n \right)$$

Where:

TC = Total number of cracks ≥ 0.02 in. wide within a rectangular 25 sq. ft. area

W_n = Width of crack n (in.)

L_n = Length of crack n (in.)

Stormwater shall be conveyed from point to point through the use of a single pipe. Smaller pipes in parallel shall not be permitted.

21.3 REQUIREMENTS

The Design-Builder shall design and install all new scuppers and drainpipes to go below grade.

In situations in which the existing downspouts continue below grade to connect to the storm sewer, the Design-Builder shall retain this closed system by connecting to all~~this~~ existing downspouts at approximately 3ft above the final grade. It shall be noted that clean out wyes will be required at this connection point. In addition, a reducer may be required to connect the proposed down spout to the existing.

The proposed drainage systems shall not introduce any new connections to the existing sewer network.
New downspouts shall be ductile iron, 12" diameter, and shall be grey in color to match the concrete columns. Downspout pipe bends shall not be 90 degrees and pipes shall be sloped to maintain 3 ft/sec velocity, unless approved by the Regional Design Engineer. The hopper shall be sized to prevent sediment build-up and clogging, and bottom of hopper sloped sufficiently to prevent build-up.

Scuppers and downspouts shall be located between girders, not outside of the fascia girder. The use of an offset scupper may be required. All new scuppers shall be oversized and conform to the details provided in Part 6.

21.3.1 Drainage Report

A Drainage Report will not be required for this project.

21.3.2 Video Inspection & Cleaning

The Design-Builder shall conduct a pre-construction video inspection on the existing Grand Central Parkway closed drainage system within the Project limits, and a post-construction video inspection of the functioning drainage facilities after all drainage construction work is completed. The inspection shall include all drainage facilities up to the nearest upstream and downstream catch basin beyond the Project limits

The Design-Builder shall clean all existing and newly constructed drainage facilities (scuppers, storm drains, catch basins) within the project limits after paving and permanent construction activities. The cleaning shall include all drainage facilities to the nearest downstream catch basin beyond the Project limits. Prior to the pre-construction video inspection, the Design-Builder shall clean the existing facilities that are to remain within the Project limits, to facilitate the inspection.

The results of the video inspection shall be submitted in a report to the Department within 2 weeks of completion of the inspection. If the inspection reveals that the existing facilities to remain require repair or replacement, the Design-Builder shall include repair recommendations in the report. If the Department agrees to the repairs, the Design-Builder will be compensated for the work ordered via the Extra Work Item.

~~21.3.2~~21.3.3 Connections to Existing Systems

The Design-Builder shall develop Design Plans and Project Specifications for any new connections to existing storm systems. The Design-Builder shall be responsible for calculations performed to ensure there is sufficient capacity to accommodate any increase in flow due to changes in drainage catchment area and/or to land use. This paragraph shall not be construed to relieve the Design-Builder of the obligation to treat runoff water that requires treatment.

~~21.3.3~~21.3.4 Spill Management

Spill prevention and response measures shall be described in the SWPPP.

21.4 DELIVERABLES

Deliverables shall be as stated elsewhere in the RFP documents.

The Design-Builder shall repair the existing guide rail in accordance with the following requirements:

- All existing damaged guide rail sections shall be removed and replaced in kind. All guide rail sections shall be removed to the nearest splice; no partial removals will be allowed.
- All existing damaged guide rail posts shall be removed and replaced with new posts.
- All hardware necessary for mounting the rail sections to the posts or for splicing rail sections shall be replaced.
- New materials shall meet the requirements specified in Section 606-2 of the NYSDOT Standard Specifications.

Any guide railing, barrier systems, and impact attenuators removed due to the MPT scheme shall be replaced with a new system and new materials. All other guide rail within the Project Limits shall remain in place unless otherwise noted in the Part 6, Directive Plans.

The limits of work for new roadside and new median barrier shall be the lesser of the following:

1) The point where barrier is no longer warranted; or
2) A point where the proposed barrier can be transitioned to an existing barrier system which conforms to current standards.

All existing guide railing, barrier systems and/or impact attenuators that are removed shall become property of the Design-Builder.

The following guide railing and barrier systems shall be used:

- Concrete Barrier:
    - Single Slope (Half Section) Concrete Bridge Barrier – on bridges and retaining walls
    - Single-Sloped Half Section Concrete Barrier or Single-Slope Concrete Median Barrier – on highway sections
- Box Beam Guide Rail
- Heavy Post Blocked-Out (HPBO) Guide Rail, Concrete Barrier with the following HPBO Corrugated Beam (MASH COMPLIANT) end terminal systems, where applicable

The Design-Builder is alerted to the provisions of EI 17-008. Full section concrete median barrier shall be used along the roadside where guiderail deflection distances cannot be achieved. Half section barrier shall only be used when installed directly in front of retaining walls or when fill material is provided between two half section barriers, such as at gore areas or wide medians.

Existing barriers that are damaged during construction shall be replaced by the Design-Builder at no additional cost to NYSDOT.

The following impact attenuators shall be used:

1. Expendable Impact Attenuators:
    a. QuadGuard M10 (TL2 & TL3)
    b. TAU-M (TL3)

SUMMARY OF CONCRETE REPAIR ITEM 582.05 (CY)

BIN 1065149 - GCP VIADUCT

SSU	LOCATION			TOTAL
	STEM	BACKWALL	OTHER	
SOUTH ABUT	2	1		3
PIER 3E			2	2
PIER 6E			3	3
NORTH ABUT	1	1		2
MISC			10	10
			BIN SUBTOTAL =	20

BIN 1076529 - VANDERBILT PKWY

SSU	LOCATION			TOTAL
	STEM	BACKWALL	OTHER	
SOUTH ABUT			0.5	0.5
NORTH ABUT			0.5	0.5
			BIN SUBTOTAL =	1

BIN 1065139 - UNION TPKE

SSU	LOCATION			TOTAL
	STEM	BACKWALL	OTHER	
SOUTH ABUT			0.5	0.5
PIER			0.5	0.5
NORTH ABUT			0.5	0.5
			BIN SUBTOTAL =	1.5

BIN 1076540 - RAMP G

	LOCATION			TOTAL
	STEM	BACKWALL	OTHER	
			2	2
			BIN SUBTOTAL =	2

BIN 1076620 - WESTBOUND CD RD OVER C.I.P. NB

	LOCATION			TOTAL
	WEST FRAME LEG	UNDERSIDE OF ARCH	EAST FRAME LEG	
	-	1	-	1
			BIN SUBTOTAL =	1

BIN 1076610 - WESTBOUND CD RD OVER C.I.P. SB

	LOCATION			TOTAL
	WEST FRAME LEG	UNDERSIDE OF ARCH	EAST FRAME LEG	
	-	1	-	1
			BIN SUBTOTAL =	1

ITEM SUBTOTAL =	26.5
30% CONTINGENCY =	8
TOTAL (CY) =	34.5

SUMMARY OF CONCRETE REPAIR ITEM 582.06 (SF)

BIN 1065149 - GCP VIADUCT

SSU	ABUTMENT		FACE OF PIER CAPBEAM						WEST COLUMN	EAST COLUMN	TOTAL
	STEM	BACKWALL	SOUTH	NORTH	WEST	EAST	TOP	BOTTOM			
SOUTH ABUT	40	1									41
PIER 1W					12						12
PIER 1E			6								6
PIER 2W				5					4	4	13
PIER 2E			12							8	20
PIER 3W									10	10	20
PIER 3E			40	20	10			20	15	6	111
PIER 4W				6				20			26
PIER 4E			22	22				30	10	5	89
PIER 5W			2						4		6
PIER 5E			4						8	4	16
PIER 6W									15	12	27
PIER 6E			30	27	8	8		140	18	16	247
PIER 7W					10			2			12
PIER 8E						10					10
PIER 9W									10	10	20
PIER 10W						20					20
PIER 12W			10	10				40			60
PIER 12E								40			40
NORTH ABUT		4									4
										BIN SUBTOTAL =	800

BIN 106514A - RAMP H

ABUTMENT	10										10
										BIN SUBTOTAL =	10

BIN 1076529 - VANDERBILT PKWY

SOUTH ABUT	3										3
NORTH ABUT											0
										BIN SUBTOTAL =	3

BIN 1065139 - UNION TPKE

SSU	ABUTMENT		PEDESTAL					PIER FACE			
	STEM	BACKWALL	#6	#7	#11	#12	#13	SOUTH	NORTH		
SOUTH ABUT	6										6
PIER			5	2	4	4	2	10			27
NORTH ABUT		10									10
										BIN SUBTOTAL =	43

BIN 1076540 - RAMP G

	LOCATION				
	END ABUTMENT PEDESTAL	RIGHT FASCIA OVERHANG	END APPROACH WALLS		
	8	24	80	BIN SUBTOTAL =	112

BIN 1076620 - WESTBOUND CD RD OVER C.I.P. NB

	LOCATION				
ARCH	WEST FRAME LEG	UNDERSIDE OF ARCH	EAST FRAME LEG		
	10	30	10	BIN SUBTOTAL =	50

BIN 1076610 - WESTBOUND CD RD OVER C.I.P. SB

	LOCATION				
ARCH	WEST FRAME LEG	UNDERSIDE OF ARCH	EAST FRAME LEG		
	50	70	10	BIN SUBTOTAL =	130

ITEM SUBTOTAL =	1148
30% CONTINGENCY =	345
TOTAL (SF) =	1493

NOTE:
UNDERSIDE OF ARCH ON BIN 1076620 CURRENTLY PARTIALLY PROTECTED BY STEEL PROTECTIVE MESH. CONDITION OF CONCRETE IN THIS LOCATION MAY VARY AND MAY EXCEED QUANTITIES SHOWN.

AFFIX SEAL: ON:	ALTERED BY: ON:

NOTES:

1. FOR ADDITIONAL NOTES: SEE DIRECTIVE PLANS DWG TBL-2.

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

REHABILITATION OF SEVEN GRAND CENTRAL PARKWAY BRIDGES
BETWEEN UNION TURNPIKE AND COMMONWEALTH BOULEVARD

COUNTY: QUEENS REGION: 11

PIN X051.59

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

DIRECTIVE PLANS

REPAIR/RETROFIT QUANTITY TABLES

CONTRACT NUMBER D900057

DRAWING NO. TBL-1

SHEET NO. X

CHA

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PROJECT MANAGER LSE
CHECK NRB
DRAFTING PKR
CHECK JCN
DESIGN NRB
JOB MANAGER LSE
DESIGN SUPERVISOR AMP

FILE NAME = V:\Projects\ANY\K5\0654566000\09_Design\Drawings\Tr_Struc\RFP-DIRECTIVE PLANS\x051159_cpb_CTE_tbl_01.dgn
DATE/TIME = 27-APR-2023
USER = 3631

SUMMARY OF CONCRETE REPAIR ITEM 555.80010001 (LF)											
BIN 1065149 - GCP VIADUCT											
SSU	ABUTMENT		FACE OF CAPBEAM/STEM						WEST COLUMN	EAST COLUMN	TOTAL
	STEM	BACKWALL	SOUTH	NORTH	WEST	EAST	TOP	BOTTOM			
SOUTH ABUT								10			10
PIER 3W									10		10
PIER 6E									15	15	15
PIER 12E			10	10							20
										BIN SUBTOTAL =	55
BIN 1065139 - UNION TPKE											
SOUTH ABUT		4									4
PIER	15										15
NORTH ABUT											0
										BIN SUBTOTAL =	19
BIN 1076529 - VANDERBILT PKWY											
SOUTH ABUT		25									25
NORTH ABUT		10									10
										BIN SUBTOTAL =	35
BIN 1076620 - WESTBOUND CD RD OVER C.I.P. NB											
ARCH	LOCATION										
	WEST FRAME LEG		UNDERSIDE OF ARCH		EAST FRAME LEG						
	30		75		20					BIN SUBTOTAL =	125
BIN 1076610 - WESTBOUND CD RD OVER C.I.P. SB											
ARCH	LOCATION										
	WEST FRAME LEG		UNDERSIDE OF ARCH		EAST FRAME LEG						
	10		20		10					BIN SUBTOTAL =	40
										ITEM SUBTOTAL =	274
										30% CONTINGENCY =	83
										TOTAL (LF) =	357

SUMMARY OF CONCRETE REPAIR ITEM 582.07 (SF)			
BIN 1076620 - WESTBOUND CD ROAD OVER C.I.P. NORTHBOUND			
LOCATION			TOTAL
WEST FRAME LEG	UNDERSIDE OF ARCH	EAST FRAME LEG	
10	80	50	140
BIN 1076610 - WESTBOUND CD ROAD OVER C.I.P. SOUTHBOUND			
LOCATION			TOTAL
WEST FRAME LEG	UNDERSIDE OF ARCH	EAST FRAME LEG	
65	35	25	125
		ITEM SUBTOTAL =	265
		30% CONTINGENCY =	80
		TOTAL (LF) =	345

NOTE:
UNDERSIDE OF ARCH ON BIN 1076620 CURRENTLY PARTIALLY PROTECTED BY STEEL PROTECTIVE WESH. CONDITION OF CONCRETE IN THIS LOCATION MAY VARY AND MAY EXCEED QUANTITIES SHOWN.

SUMMARY OF DECK CONCRETE REPAIR ITEMS				
BIN 1065139 - UNION TPKE				
SPAN	557.04990011 (SF)		579.02 (SF)	580.01 (CY)
	FULL DEPTH	PARTIAL DEPTH		
1	321	214	340	12
2	321	214	370	12
BIN SUBTOTAL =	642	428	710	24
BIN 1076540 - RAMP G				
1	39	26	115	4
ITEM SUBTOTAL =	681	454	825	28
30% CONTINGENCY =	205	137	248	9
TOTAL =	886	591	1073	37

NOTES:

1. ALL SUBSTRUCTURE CONCRETE REPAIRS TO BE PAID UNDER ITEM 800.06060115 - CONCRETE SUBSTRUCTURE REPAIR WORK - DIRECTIVE REPAIRS.
2. THE CONCRETE REPAIR DETAILS REFERENCED ARE SUGGESTED DETAILS. THE DESIGN-BUILDER SHALL FIELD VERIFY THE EXISTING CONDITIONS AND PREPARE FINAL REPAIR DETAILS.
3. PRICE BID FOR DIRECTIVE REPAIRS SHAL INCLUDE QUANTITIES SHOWN, INCLUDING THE CONTINGENCY AMOUNT.
4. THE DESIGN-BUILDER SHALL ANTICIPATE THAT THE CONCRETE REPAIR AREAS WILL BE BROKEN UP INTO MULTIPLE STAGES TO ENSURE STRUCTURAL STABILITY.
5. THE DESIGN BUILDER SHALL LIMIT THE AMOUNT OF CONCRETE TO BE REMOVED AT ONE TIME SO THAT THE STRUCTURAL INTEGRITY OF THE SUBSTRUCTURE IS NOT COMPROMISED. NO MORE THAN HALF OF THE DESIGN REINFORCEMENT IN THE SPAN/HEIGHT CAN BE EXPOSED AT ONE TIME.
6. DURING THE REMOVAL OPERATIONS, IF THE DESIGN-BUILDER REMOVES THE DETERIORATED CONCRETE TO A DEPTH MORE THAN 6 INCHES, THE CONSTRUCTION QUALITY ASSURANCE ENGINEER SHALL BE NOTIFIED.
7. IN SEQUENCING WORK, THE DESIGN-BUILDER SHALL NOT BEGIN CONCRETE REMOVAL AT A LOCATION ADJACENT TO A COMPLETED REPAIR UNTIL A MINIMUM OF 7 CURING DAYS HAS PASSED.
8. EXPOSURE OF EXISTING REINFORCEMENT STEEL IS REQUIRED ON ANY INDIVIDUAL REPAIR THAT EXCEEDS A SURFACE AREA OF 5 SF.
9. AT ALL AREAS WHERE REINFORCEMENT STEEL IS EXPOSED, A MINIMUM OF 1 INCH OF CONCRETE SHALL BE REMOVED ALL AROUND THE EXISTING REINFORCEMENT STEEL. EXPOSED REINFORCEMENT REMAINING IN PLACE SHALL BE CLEANED IN ACCORDANCE WITH THE REQUIREMENTS OF STANDARD SPECIFICATION 584-3.02A.
10. CONCRETE CRACK REPAIR IS NOT REQUIRED FOR ANY CRACK LESS THAN 1/16" WIDE.
11. CONCRETE CRACK REPAIR VIA EPOXY INJECTION SHALL BE PERFORMED ON ALL CRACKS WHOSE WIDTH IS BETWEEN 1/16" AND 1/4" AND BE IN ACCORDANCE WITH ITEM 555.80010001.
12. CRACK WIDTHS THAT EXCEED 1/4" WIDE SHALL BE REPAIRED USING THE 582 ITEMS. THE LIMIT OF THESE REPAIRS SHALL BE SUCH THAT THE EXISTING CONCRETE SURFACE IS REPLACED FOR A MINIMUM OF 3 INCHES BEYOND THE CRACK IN ALL DIRECTIONS.

ITEM KEY:

557.04990011 - CEMENT CONCRETE WITH NON-CHLORIDE ACCELERATOR FOR FULL/PARTIAL DEPTH DECK SLAB REPLACEMENT
579.02 - REINFORCING BAR EXPOSURE
580.01 - REMOVAL OF STRUCTURAL CONCRETE

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

REHABILITATION OF SEVEN GRAND CENTRAL PARKWAY BRIDGES
BETWEEN UNION TURNPIKE AND COMMONWEALTH BOULEVARD

COUNTY: QUEENS REGION: 11

PIN X051.59

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

DIRECTIVE PLANS

REPAIR/RETROFIT QUANTITY TABLES

CONTRACT NUMBER D900057

DRAWING NO. TBL-2

SHEET NO. X

CHA

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PROJECT MANAGER LSE
CHECK NRB
DRAFTING PKR
CHECK JCN
DESIGN NRB
JOB MANAGER LSE
DESIGN SUPERVISOR AMP
FILE NAME = V:\Projects\ANY\K5\065456.000\09_Design\Drawings\Tr_Struc\RFP-DIRECTIVE PLANS\x05159_cpb_CTE_tbl_02.dgn
DATE/TIME = 27-APR-2023
USER = 3631

SUMMARY OF STEEL FIELD PAINTING: TOTAL REMOVAL (SF)			
BIN 1065139 - UNION TPKE			
ELEMENT	APPROX. PAINT AREA	NO. OF LOCATIONS	APPROX. TOTAL
G1 - EXPOSED FACES (SPAN 1)	766	1	766
G1 - EXPOSED FACES (SPAN 2)	766	1	766
G15 - EXPOSED FACES (SPAN 1)	1531	1	1531
G15 - EXPOSED FACES (SPAN 2)	1531	1	1531
G2-G5 GIRDER ENDS	275	1	275
G6-G14 GIRDER ENDS	50	36	1800
		BIN SUBTOTAL:	6669
BIN 1076529 - VANDERBILT PKWY			
ELEMENT	APPROX. PAINT AREA	NO. OF LOCATIONS	APPROX. TOTAL
GIRDER ENDS	57	38	2166
		ITEM SUBTOTAL =	8835
		30% CONTINGENCY =	2651
		TOTAL (SF) =	11486

SUMMARY OF STEEL FIELD PAINTING: LOCALIZED AND OVERCOATING (SF)			
BIN 1076529 - VANDERBILT PKWY			
ELEMENT	APPROX. PAINT AREA	NO. OF LOCATIONS	APPROX. TOTAL
GIRDERS - BOTTOM FLANGES	128	19	2432
DIAPHRAGM FLANGES	13	51	663
		BIN SUBTOTAL:	3095
BIN 1076540 - RAMP G			
ELEMENT	APPROX. PAINT AREA	NO. OF LOCATIONS	APPROX. TOTAL
GIRDER 1	224	1	224
GIRDER 1 BEARINGS	4	2	8
		BIN SUBTOTAL:	232
		ITEM SUBTOTAL =	3327
		30% CONTINGENCY =	999
		TOTAL (SF) =	4326

NOTES:

1. ALL STEEL PAINTING TO BE PAID UNDER INDIVIDUAL CONSTRUCTION WORK ITEMS AS SHOWN ON FORM WPS. REFER TO PART 6 DIRECTIVE NOTES FOR SPECIFIC PAINTING REQUIREMENTS.
2. ESTIMATED PAINT QUANTITIES SHOWN FOR BINS REQUIRING PARTIAL PAINTING ONLY. PAINT QUANTITIES FOR BINS 1065149 AND 106514A ARE NOT INLCUDED.

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

REHABILITATION OF SEVEN GRAND CENTRAL PARKWAY BRIDGES
BETWEEN UNION TURNPIKE AND COMMONWEALTH BOULEVARD

COUNTY: QUEENS REGION: 11

PIN X051.59

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

DIRECTIVE PLANS

REPAIR/RETROFIT QUANTITY TABLES

CONTRACT NUMBER D900057

DRAWING NO. TBL-3

SHEET NO. X

CHA

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR AMP | JOB MANAGER LSE | DESIGN NRB | DRAFTING PKR | CHECK NRB | PROJECT MANAGER LSE | CHECK JCN

FILE NAME = V:\Projects\ANY\K5\0656456.000\09_Design\Drawings\Tr_Struc\RFP-DIRECTIVE PLANS\x05159_cpb_PNT_tbl_01.dgn
DATE/TIME = 27-APR-2023
USER = 3631

ENGINEERING DATA

- EXAMPLE OF LANE MILEAGE REPORT
- NYCDOT STREET LIGHTING SPECIFICATIONS
- DESIGN CRITERIA (CRITICAL DESIGN ELEMENTS)
- NON-STANDARD FEATURE JUSTIFICATION FORMS
- GRAND CENTRAL PARKWAY PROFILE
- SURVEY PROJECT CONTROL REPORT
- SURVEY PROJECT CONTROL SHEETS
- STRUCTURAL DETAILS
- OCMC TRAFFIC STIPULATIONS
- COASTAL CONSISTENCY DOCUMENTATION
- TREE SURVEY AND IMPACT PLANS
- DRAFT PRELIMINARY ASBESTOS CONTAINING MATERIALS ASSESSMENT TECHNICAL MEMORANDUM
- ASBESTOS AND LEAD SURVEY REPORT
- HAZARDOUS MATERIAL SCREENING ASSESSMENT – PHASE 1 ENVIRONMENTAL SITE ASSESSMENT
- ACQUISITION PLAN
- TABLE OF ASBESTOS CONTAINING MATERIALS
- ~~EXAMPLE OF LANE MILEAGE REPORT~~
- ~~NYCDOT STREET LIGHTING SPECIFICATIONS~~
- ~~DESIGN CRITERIA (CRITICAL DESIGN ELEMENTS)~~
- ~~NON-STANDARD FEATURE JUSTIFICATION FORMS~~
- ~~GRAND CENTRAL PARKWAY PROFILE~~
- ~~SURVEY PROJECT CONTROL REPORT~~
- ~~SURVEY PROJECT CONTROL SHEETS~~
- ~~STRUCTURAL DETAILS~~
- ~~OCMC TRAFFIC STIPULATIONS~~
- ~~COASTAL CONSISTENCY DOCUMENTATION~~
- ~~TREE SURVEY AND IMPACT PLANS~~
- ~~DRAFT PRELIMINARY ASBESTOS CONTAINING MATERIALS ASSESSMENT TECHNICAL MEMORANDUM~~
- ~~ASBESTOS AND LEAD SURVEY REPORT~~
- ~~HAZARDOUS MATERIAL SCREENING ASSESSMENT – PHASE 1 ENVIRONMENTAL SITE ASSESSMENT~~
- ~~ACQUISITION PLAN~~

TABLE OF ASBESTOS CONTAINING MATERIALS

Estimate of Asbestos Containing Materials (ACM)

BIN	Location	Estimated Quantity
106514A	Abutment Backwall	70 SF
1065149	Begin Abutment Backwall	256 SF
	End Abutment Backwall	256 SF
1076529	Begin Abutment Backwall	720 SF
	End Abutment Backwall	760 SF

Notes:

1. *Locations and quantities shown are locations anticipated to be impacted during work shown in Part 6. Other sources of ACM may exist within the project limits.*
2. *Additional sampling and testing of potential ACM sources is in progress and estimates of additional materials for remediation will be provided if any samples are determined to contain asbestos.*